

Dec 75 - Feb 76

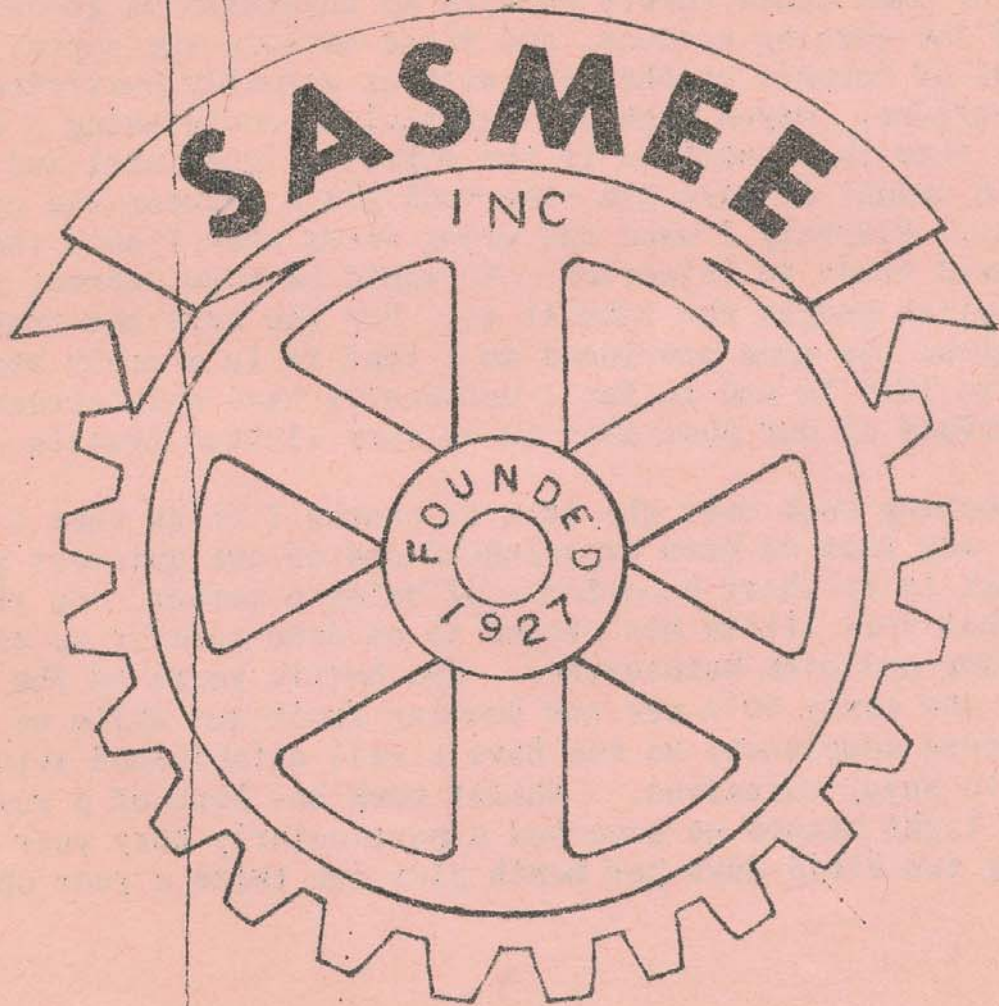
S A S M E E

SOUTH AUSTRALIAN SOCIETY OF MODEL
& EXPERIMENTAL ENGINEERS

RETURN THIS BOOK PROMPTLY TO LIBRARY

BULLETIN

THE OFFICIAL JOURNAL OF THE SOUTH AUSTRALIAN SOCIETY
OF MODEL AND EXPERIMENTAL ENGINEERS.



EDITORIAL

As this Bulletin will be the last for 1975 and with the Christmas Festive Season becoming closer every day may I take the opportunity to wish every member a very Merry Christmas and a particularly happy New Year. Also may I extend, on behalf of SASMEE, similar good wishes to all kindred Societies devoted to the excellent hobby of modelling. Indeed why not go a step further and include all mankind, for heaven only knows, this old world of ours could surely do with an injection of goodwill to all of the warring nations, and those nations who appear to keep the pot of trouble on the boil without actually participating in open warfare. Maybe even our Politicians could bring a bit of sanity into their actions if the spirit of good will and a certain amount of give and take took place between the opposing parties. Possibly I used the wrong words when I said that this old world needs an injection. It would be more correct to say the foolish people who inhabit it. For the more one travels this globe the more convinced am I that it is a truly beautiful place to live in and so far I personally have only scratched the surface of our Australia in my very limited travels.

Looking back over the last 12 months I think that I could safely say that we have experienced one of our quietest years, at least in my short experience of being a member. By that I mean that very little has needed to be done insofar as construction and even maintenance. The hectic years of the 1950's and early 60's are now bearing fruit and while we must not become complacent we now have a well established setup in which to enjoy ourselves. Whilst work has been of a relatively light nature we have had a particularly busy year running two Field days per month plus our twice a year Charity

efforts. On top of all this we had a very successful Field Day to assist the Darwin Relief Appeal.

Our membership has shown a pleasing increase and I earnestly thank those newer members who are taking a definite interest in Club affairs both by their attendance and help generally.

Last quarter's bulletin contained an appeal for items of interest and I am deeply grateful to Jo Hendry and Lindsay Hope for their assistance in this direction. I feel sure that you will enjoy their articles as much as I did.

Finally my best wishes to all and may you all enjoy good steaming for 1976.

C. Burden
Editor & Hon. Secretary.

QUARTERLY AGENDA

GENERAL MEETINGS: 2nd Tuesday each month at 8 p.m.

DECEMBER 9TH: Open for Films, slides and discussion

1976

JANUARY 13TH: A talk to be arranged

FEBRUARY 10TH: Tom England will arrange a film night

INTERMEDIATE MEETINGS: 'Informal', 4th Tuesday each month at 8 p.m. December 23rd, January 27th, Feb 24th

COMMITTEE MEETINGS: 1st Tuesday each month at 8 p.m. December 2nd, January 6th cancelled, February 3rd.

WORKING BEES: 1st Saturday each month at 1 p.m. December 6th, January 3rd, February 7th.

PUBLIC FIELD DAYS: 1st Sunday each month at 2 p.m. December and January cancelled, February 1st.
3rd Saturday each month at 2 p.m. December 20th, January 17th, February 21st.

FOR 'ORTHOTIC WING' (Splint Making) Saturday November 19th, Assisted by Lions Club, Walkerville at 2 p.m. (Changed from Eye Research Foundation).

LOCO TRACK SUPERVISORS:

A. Ide, L. Fielder, M. Bradford

PLEASE CHECK WITH ROSTER FOR YOUR ATTENDANCE ON CANTEEN

SUNDAY FIELD DAY CANTEEN ROSTER

December & January cancelled

1976 - February 1st R. Bickford, D.H. Schluter

SATURDAY FIELD DAY CANTEEN ROSTER

December 20th

W. MULLER
F.E. ROBERTS

January 17th

A.G. MATTHEWS
S. FACCENDA

February 21st

B. NIESCHE
P.B. COOPER

IMPORTANT NOTICE

IF UNABLE TO ATTEND AS PER ROSTER PLEASE PHONE
SECRETARY PH.79.5292, SO THAT A RESERVE CAN BE
NOTIFIED IN TIME.

PLEASE REMEMBER TO BRING THE MILK

ROSTER FOR LOCKING UP ALL BUILDINGS AND GATES:

DECEMBER

<u>Saturday</u>	6th	P. Griscti
	13th	L. Fielder
	20th	B. Homan
	27th	A. Brabham

1976

JANUARY

<u>Saturday</u>	3rd	I. Clark
	10th	A. Ide
	17th	J. Davey
	24th	H. Bateup
	31st	P. Griscti

FEBRUARY

<u>Sunday</u>	1st	L. Fielder
<u>Saturday</u>	7th	B. Homan
	14th	A. Brabham
	21st	I. Clark
	28th	A. Ide

MARCH

<u>Sunday</u>	7th	J. Davey
<u>Saturday</u>	6th	H. Bateup
	13th	P. Griscti
	20th	L. Fielder
	27th	B. Homan

S.A.S.M.E.E. NEWS

I recently received a letter from Mrs. K. Middleton, wife of SASMEE country member Ken Middleton in which she advised that Ken died during July this year. For several years the family had resided in Singapore but as I understand had returned to Australia early this year. Ken was a very keen modeller and took a great interest in SASMEE affairs prior to residing in Singapore. To those who knew him the news will come as a shock and it is with sorrow that we record his passing. Our sympathy is extended to the family.

The sudden passing of member Ralph Stephens leaves a gap in our ranks which will be hard to fill. Ralph was a quiet unassuming type of man, very interesting and pleasant to converse with and always willing to play his part as a good member of the Society. We extend to the family our deepest sympathy in their great loss.

On a brighter note members are reminded that the Annual Barbecue and family get-together will take place after the December Field Day, Saturday 20th, running has stopped. Please make an effort to attend and make the affair a success by bringing along your family.

Due to heavy flooding of their new track grounds at Eddington the opening day which had been planned for S.A. Labour Day long weekend had to be cancelled and will take place on Sunday October 26th. Further on I will give a description of the new set-up.

In answer to my appeal last quarter for articles of interest I now have to thank Lindsay Hope for an amusing account of how not to overhaul an automobile engine. On a more serious note Joseph Hendry describes the repairs to a large marine engine.

Over the past several months the Committee has noticed a considerable decline in the number of Locos at the various Field Days. Whilst the boat boys are doing a great job it is quite reasonably felt that more co-operation from the Loco section should take place. Although you are not expected to attend on a non-stop basis of twice a month your assistance at a reasonable level will be appreciated.

It is pleasing to record that work has recommenced on the new on-off track leading from the turntable. With this in operation handling and working the engines, particularly the lower powered ones, will be made easier.

It is a source of great pleasure that I record the enthusiastic help and assistance at track days of a number of fairly recent members. Through their efforts the work of running a Field Day has been made much easier for those few who do regularly attend.

Owing to the large increase in postage costs this will be the last Bulletin which will be posted to members living within the 20 mile radius of the City. In future, to obtain your copy you must attend at a monthly meeting or make some other arrangement. On current membership figures the yearly postage bill for Bulletin only will be between \$95. - \$100.00.

It is hoped to have ready shortly the latest membership list available to members. Once again only members outside the 20 mile radius will have their copy posted.

Your attention is called to the Canteen roster for the year 1976, posted on the notice board. Owing to its early appearance it is reasonable to ask that any alteration to same be made at least 2 weeks beforehand giving me an opportunity to secure a replacement or to change with another member.

Your co-operation will be greatly appreciated.

The September meeting was high-lighted by a combined talk on tube expanding by Howard Bateup and Paul Griscti. It was very interesting and I think educational, particularly with the interest being shown in constructing larger boilers especially those made of steel, and in the 7 $\frac{1}{4}$ " gauge and who knows, perhaps even larger.

With the current coyness of owners of locos to exhibit their engines on track days it is very encouraging to realise that several new members are busy building useful working models and very shortly we hope to see some of them in operation. "Maid of Kent" by Laurie Fielder and a loco (type I have forgotten, my apologies) by Colin Bamford to mention but two among quite a useful number of others will make quite an impact on the scene. Coupled to the steamers both Ian Clark and Paul are busy building electric battery powered units and we look forward to observing their progress.

COMING EVENTS:

November 29th, a Saturday, we give a Field Day for the Lions Club who are supporting an appeal for the Orthotic Wing which makes splints and other surgical requirements for injured and other incapacitated people. Our efforts will assist a 'Miss Personality' quest and all moneys raised will be handed to the above Wing. So please, all members particularly loco men, boat men and steam house men give your support to this very worthy cause. Who knows, you may require their help one day.

At finish of running on December Saturday track day we will hold our Annual Barbecue for all members and families. Please make a point of attending.

For 1976 we no doubt will hold Charity Field Days as per our usual custom and notice of these will be given at a later date.

Owing to my absence at the October meeting I missed out on John Welch's talk on his recent trip to Japan. But to those who were present it was no doubt a highly interesting and instructive evening.

We extend a warm welcome to the following new members and invite them to participate in all of our activities.

Kelvin Halstead	-	Interested in all types of Steam Plant
M. Halstead (son of above		
a Student member	"	" " " " " "
Robert Kruger	Interested	in Live Steam
John Newland	"	in Steam Locos
Alan Saunders	"	in Marine

NOTES ON THE INTERSTATE SCENE

Rand Society of Model Engineers.

Reading between the lines of their July - September newsletter it would appear that the problem of finding members willing to assume office in their respective Societies is not wholly confined to SASMEE.

The account of their Annual General Meeting is very interesting and is recommended for your attention. The article "What are we in business for" gives one food for thought.

The Nelson Society of Modellers Inc.

This issue marks the commencement of another year and gives details of the office holders for the next twelve months.

Several coming events and a Hobby Exhibition are proof of a live and energetic Committee. The article on the 'principle of the crank' is very enlightening and is a must for reading.

We have also received a copy of the Annual Report which is also recommended for reading.

The Otago Model Engineering Society Inc.

This Society held its A.G.M. on August 9th and a list of office holders for 1975-1976 is given.

"Bits on the table" appears several times in this issue and affords quite an insight into the members activities.

A starter motor to start 10 cc glow plug motors should interest our boat men.

Of particular interest to me is mention that Ken Duncan is planning to build a "Stirling Single". It might interest Ken that I have built such a loco in 5" gauge some years ago and that it is regularly run on our track days.

We visit several River towns and have a run at Eddington -

Upon receiving an invitation from the Victorian Miniature Steam Locomotive Society to be present at the opening day of their Loco track at Eddington my wife and self decided to accept and all preparations for the trip were made. We planned to be away for about 12 - 14 days staying at overnight caravans at various towns. It involved quite considerable packing including my "Stirling Single". On the evening before our departure we received a telephone call from Dudley & Phyl Smith of Maryborough saying that the track was under 4" of water and that the opening day had been cancelled and would take place a fortnight later, namely October 26th.

It was obviously no use going to Eddington at that stage so we decided to do a brief tour of some of the river towns. On Thursday October 9th we set off and arrived at Renmark that afternoon. I looked up Mr. Forbes, a prospective member, who has been in correspondence with SASMEE recently. Next day we drove to Mildura and stayed for a couple of nights and then pushed on to Swan Hill, inspected the Pioneer Village Museum and in the afternoon enjoyed a trip on the Murray in the paddle steamer 'Pyap', alas propelled by a large diesel engine. Next day on to Maryborough and called on Dud and Phyl and were made most welcome. Next day drove out to Eddington 15 miles away where Dud, Jack Cousins and loco and Cliff Kirby also with loco had already raised steam. I fired up Stirling and spent a most enjoyable run on their new track. Actually it is the track which up until 18 months or so had been sited on Dudley's farm but owing to ill health etc. had been sold and the track taken up and relaid just outside the township. To those of you who have driven on it, it consists of 2 fairly parallel sides probably 200 feet long, perhaps more, with a 50 ft. radius each end. It is nearly level and gives a very good ride. A steaming up bay similar to the one by our Club House, plus the old station from the farm and an open

shed for meals etc. bear witness to the fact that much work has been accomplished in a very short time by a small band of workers. The 3 men just mentioned send their regards to SASMEE and Dudley particularly mentioned Uncle Al. and Morrie Turner.

The local school, complete with teacher, turned up about 11 am and we were kept busy giving train rides to 15 or 16 children of various ages. It was a pity that the weather spoilt their plans as it would have been a very pleasant opening ceremony under more propitious weather conditions.

The next day we drove to Halls Gap in the Grampians, had a quick look around and then on to Naracoorte, arriving Friday afternoon October 17th. Next morning spent 3 hours visiting the caves which are breath-taking in their beauty and then left for home about 2 p.m. and arrived about 7.30 p.m.

I should have mentioned earlier that Dudley showed me over his workshop and spoke on steel boilers in general and showed me one he was working on. Later on that day Jack Cousins invited me to have a look at his workshop which is very impressive. We had quite a talk on various matters pertaining to the hobby. Jack aside from modelling is also a highly skilled wood worker and one of his projects is building old time spinning wheels. Believe me between the two of them I had the time of my life. Jack sends his regards to SASMEE.

To the Secretary,
S.A.S.M.E.E.

7 Warwick Street,
Largs North 5016

27th August, 1975.

Dear Sir,

On reading your interesting news letter, and just having become a member of SASMEE I thought someone may be interested in a description of a steam engine repair job I worked on in the early 30's. The ship was a tanker of about 12,000 tons, and she arrived here with engine trouble. The crank pin on the I.P. engine had worked loose, and sheared the dowels in the web.

I have never seen an engine as big as this was. The L.P. cylinder was 8 feet diameter. The crankpin 16 inches diameter and the coupling bolts were 20 inches long, 7 inches diameter at the head, and weighed 50 lbs. each. This section of the crankshaft being a third, weighed $8\frac{1}{2}$ ton. The ship carried a spare, and it was strapped up against the port side bulkhead of the engine room. What a job getting it down to the floor. After taking the old shaft out with harbour board floating crane, the next job was to bed the new one into the main bearings. The rigger in charge of the lift, was very expert at this work, and he had 2 heavy wire slings with a spreader, and two turn buckle rigging screws, and a double block on the crane hawser. He lifted the shaft so true that there was no movement when they took the weight and the shaft came up between the couplings. After about six hours and four lifts, the shaft was bedded in and lined up. The original bolts were a parallel drive fit, and the new shaft holes were left small for reamering. The next operation was to make tapered reamers, as the orders were, the new bolts were to be tapered. As yours truly got the job, I had to set up two lathes for the job. These bolts had an 8 degree taper, so the tail stock was off set for this. Each one was turned between centres for easy setting. The second lathe was for screw cutting the screwed end three and a half diameter, 6 T.P.I. 60° top and bottom. The steel the bolts were made of was like the steel of today called H.C.R.S. (High creep resistant steel) like main turbine cover joint bolts. The swarf come of blue, and the screw cutting tool had to have a lot of negative rake. However, after making a dummy from the first reamed hole, the bolts were turned to the reamed sizes. They were rammed in with crab fat (anti seize), and taken out and washed, as the marine surveyor would not allow any Lubricant on the final fit. The bolts were rammed in to within $\frac{3}{8}$ of the head, and each time the ram hit the head, the fitters hit the star spanner around the nut, and the riggers came up one link on the chain set. After the service bolts were removed, and each bolt was fitted, the surveyor went around with a .002 feeler, and they were passed. I was lucky to have some $\frac{3}{8}$ square ultra capital tool steel, as carbon steel would not do the job as well.

After 4 days and nights non stop, this job was completed and everyone was tired out, but it was an education and a job

well done. This ship had a propellor 20 ft. diameter at 106 rpm.

The old Chief Engineer was a very pleasant, quiet man, and as I talked with him, he told me the trouble he had with this ship. Later on, we got news he had suicided. When the steward came aft to get his coffee cup, he had jumped over the stern rail of the ship.

I hope this has been of some interest. To set up a triple expansion engine, and hear it working is a most satisfying experience.

Yours respectfully,
J.R. HENDRY,

MOTOR MECHANICS AS IT IS DONE ON THE MISSION STATIONS:

The following is a reconstruction of portion of a conversation that I had with a fellow Department of Public Health employee, named Jim, after he had returned from a trip to the Northern Mission Settlements.

It would appear that the first thing the natives do after purchasing their automobile is to remove the petrol cap and then the air cleaner. Consequently it is not long before the engine begins to play up.

The owner of one such vehicle (a Holden) approached Jim and sought his opinion as to the nature, cause and remedy. Since the engine sounded as if it were only operating on four cylinders and emitted sounds of many components knocking, the cause was diagnosed as worn bearing liners on the crankshaft, the remedy was obviously new liners.

This opinion being good enough, the bonnet was immediately raised and the car placed on drums to lift it from the ground. It must be born in mind that at the first hint of malfunction wherever on a car, the bonnet is always raised. Ten thousand eager helpers then disappeared under the car and in no time the sump was off, all the bolts, nuts etc., being very carefully dropped into the red dust under the car. While this was being done, the owners good friend, who knew where there was a car

with the same engine, but the bearing liners being all right, had gone to retrieve them. By this time the big end caps were off and on the ground. The old liners were removed and observed to be badly worn.

The new liners were placed in position and the end caps replaced, dirt and all. As the sump was being replaced, Jim enquired as to whether the correct sized bearing had been put on. That is whether the new liners had come off a ground down crank shaft and had been put on an original crankshaft. The answer to this was unknown.

The car was lowered to the ground and the key inserted in the ignition, the starter motor was heard to give a short uugh; then silence. The comment was that the engine must be a bittight.

Let's get Bert on the tractor and tow start it. Bert came over with the tractor and hitched up the tow rope and drove off. The car moved off, but with the rear wheels skidding on the ground. It was obvious that the engine was not going to turn.

The car was raised to the drums and the sump dropped, nuts etc., onto the dust again. At this point Jim asked as to what they were going to do, the answer was that the big end caps were being loosened. This being done, the sump etc., being assembled dust and all, and the car put on the ground. The engine started this time and was run for a time considered long enough to bed the liners in. The performance was then repeated to enable the big end caps to be tightened up as they should have been. Naturally the crank-shaft was still pinched, so Bert on his tractor was called for again. After much effort the engine fired and the owner proceeded on his merry way.

Several days later the engine sounded as bad as it was before the repairs.

LINDSAY HOPE

Edited by C. Burden
Hon. Secretary (Ph. 795292)
123, Allinga Avenue,
GLENUNGA S.A. 5064

Printed by Courtesy of
Elevators Pty. Limited
54 North Terrace,
ADELAIDE S.A. 5000

PATRON

Mr. M. L. Stockley - Commissioner S.A.R.

VICE PATRONS

Mr. W.D. Saunders - C.M.E. S.A.R.
Mr. C. Schaumloffel - S.A.R.
Mr. G. Nicolson - 'Tregelana' Station
Mr. A.W.C. Crossman - Late S.A.R.

OFFICE BEARERS:

President	-	Mr. P. Griscti
Vice Presidents	-	Messrs. I. Clark, J. Davey
Secretary	-	Mr. C. Burden
Minute Secretary	-	Mr. B. Homan
Treasurer	-	Mr. C. Bamford
Assistant Treasurer	-	Mr. L. Peckham
General Committee	-	Messrs. A. Ide, H. Bateup, A. Brabham, L. Fielder
Librarians	-	Messrs. M. Bradford, L. Hope
Auditors	-	Messrs. J. Wakefield, D. Osborn
Public Officer	-	Mr. M. Turner
Host	-	Mr. H. Guignon
Director of Field Days	-	Mr. A. Frankham
Supervisors - Loco Track	-	Messrs. L. Fielder, A. Ide, M. Bradford
- Boat Pond	-	Mr. N. Kernick
Boiler Attendants	-	Messrs. H. Guignon, D. Atkinson
Boiler Safety Committee	-	Messrs. A. Brabham, M. Turner, J. Welch, J. Wakefield, H. Guignic O. Thomas.
Sub-Committee - Programme	-	Mr. A. Frankham
- Canteen	-	Mr. J. Moorfield